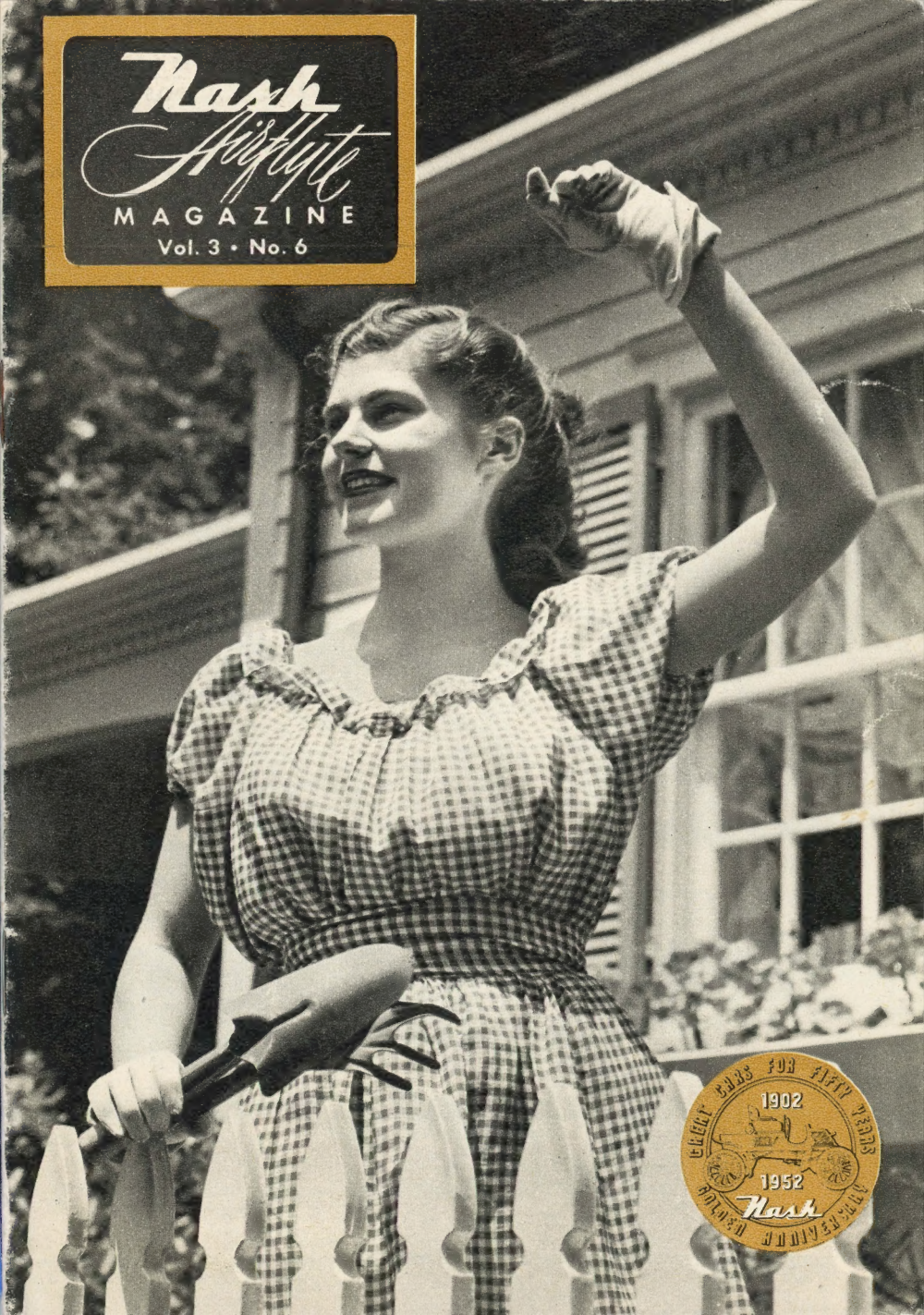


Nash *Highlyte*

M A G A Z I N E

Vol. 3 • No. 6





Over the bars all together go these four champion hurdlers in the Penn Relays at Franklin Field in Philadelphia. Such competitive events help determine who will represent the U. S. in the 1952 Olympic Games

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When the United States Olympic team proudly passes in review before the packed grandstands at the opening ceremonies in Helsinki this summer, it will provide a living demonstration of the true democracy that has long been our ideal.

Every one of the men and women wearing the red, white and blue uniforms of this nation will have been chosen for one quality alone

—ability. Race, creed, color, religion or social status will not have had the slightest influence in their selection for the highest honor that can come to any athlete in the world.

Every section of the country will be represented by its best, particularly among the track and field contestants who will participate in the most glamorous and traditional of all the events in this peaceful

Who Will Represent United States At 1952 Helsinki Olympic Games?

by LEO FISCHER

Sports Editor,
Chicago Herald-American



Four years ago Bob Mathias
won Olympic decathlon
championship at age of 17.

"WORLD'S

fastest
HUMANS"

Charles Moore of Cornell looks like a
fine prospect for the 400-meter run.



"battle of the nations."

Who will they be? Hundreds of the greatest athletes are now working, training, striving to be among the 74 who will make up the American team. They will be chosen June 27 and 28 in the final Olympic trials at Los Angeles where competition will be limited only to those who qualify by placing in the Armed Forces Championships at San Diego, Calif., the NCAA championships at Berkeley and the National AAU championships at Long Beach on the three previous week ends.

Ahead of these semifinal meets lies a long, arduous trail. There is no easy path to the Olympic Games. Sectional meets such as the I. C. 4-A, the Big Ten, the Pacific Coast, the Southern and Southeastern conference championships; the Drake Relays at Des Moines and the Penn Relays at Franklin Field, Philadelphia; the various AAU district trials—these and many more provide the hazards that will eliminate the vast majority of those who start so hopefully on the road to Olympic glory.

Many brilliant standouts already loom as potential members of the squad, but past experience shows that there can be no such thing as a certainty.

As usual, the American prospects in the sprints, hurdles, middle distances, pole-vault, broad jump, high jump and shot-put are spectacular. And as usual, our prospects in the longer runs, the marathon and some of the other weight events aren't too good.

Former Yale Star Jim Fuchs holds world's shot put record of 58 feet, 3½ inches.

Jim Golliday, a sophomore at Northwestern University, could inherit the title of "world's fastest human" at Helsinki this summer. Last year, just out of high school, he toured Europe with a group of American athletes and had an almost unbroken string of victories in the sprints. He has run the 100 meters in 10.3 seconds and is rapidly improving.

Art Bragg of Morgan College, NCAA 100-yard champion; Andy Stanfield of Seton Hall, Dean Smith of Texas, Bob Cuning of Southern California; Jim Ford of Drake, winner of the National AAU title—here are other sprinters on whom Uncle Sam can count. Coming along fast, too, is young Leamon King of Delano, Calif., who won both 100-yard and 220-yard California state prep titles at 15 and has been clocked in dazzling 9.7 and 21.4 second times, respectively in these events.

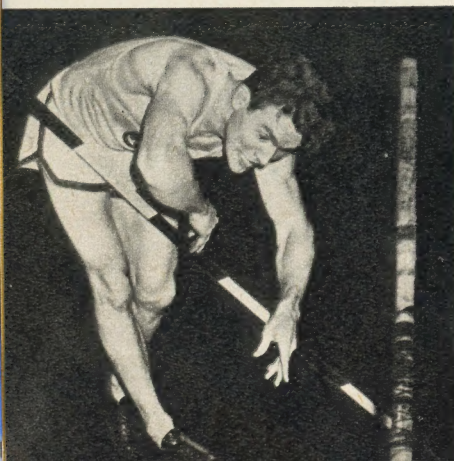
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Don Gehrmann, currently top U.S. miler, will try for elusive 1,500-meter crown.

Bob Richards, the "flying parson," thinks nothing of clearing the bar at 15 feet.



(continued from page 5)

Mal Whitfield, now in the Air Corps, who won the Olympic 800-meter title in 1948, looks like a fine prospect in the 400-meter run, where he finished third four years ago. So do Charles Moore of Cornell, the Maiocco brothers—Dick and Hugo—of New York U., Ollie Matson of San Francisco and one or two others.

Roscoe Brown of the New York Pioneer Club, whose 1:49.3 was the fastest 800 meters recorded anywhere in the world last year, is likely to make the team without trouble. Bob Chambers of Southern California, a member of the '48 squad, also is available once more.

Don Gehrmann, currently America's best miler, will try for that elusive Olympic 1,500-meter crown. He showed he was ready when he ran a world's record 1,000 yards in 2:08.2 at the National AAU Indoor Meet. Fred Dwyer of Villanova, Warren Dreutzler and Bill Mack of Michigan State, Fred Wilt the FBI agent, Curt Stone, who was on the team in '48 and Bob McMillen of Occidental also rank high.

Dick Attlessey of Southern California and now the U. S. Navy, is probably the world's best hurdler and should prove it in the games. Jack Davis, the NCAA champion, Craig Dixon of UCLA and Harrison Dillard are other fine candidates.

One of the South's best bets to make the Olympic team is high-jumper John Hall, NCAA and AAU champion, who consistently does 6-6 or better, and more often comes close to 6-10. Walt Davis of Texas A. & M., Herm Davis of San Jose State—second to Hall in both NCAA and AAU—and Barney Dyer of Utah are also proven high

jump stars.

Coming along fast, however, are three newcomers. They are Arnold Betton of Drake, Peron Dubard of Ohio State and Ron Mitchell of Illinois. The latter, a freshman, won the Big Ten indoor title with 6 feet 7 $\frac{1}{4}$ inches for a new record.

George Brown of UCLA and Meredith Gourdine of Cornell give the U. S. a 1-2 punch in the broad-jump. Either can crowd 26 feet.

Bob Richards, the "flying parson", and Don Laz in the pole vault also dominate their field, as do Brown and Gourdine in the broad jump. Either is likely to do 15 feet. Don Cooper of Nebraska also has cleared that height, but isn't as consistent as the other two. Dick Shivers of Occidental College, according to Richards, will be the next to hit 15 feet, and may do it in time for the Olympic trials.

Jim Fuchs, the former Yale student from Chicago who holds the world's record of 58 feet 3 $\frac{1}{2}$ inches, tops the shot put contingent. Parry O'Brien of Southern California, who beat Fuchs in last summer's national AAU outdoor meet, naturally is a top contender, as is Darrow Hooper of Texas A. & M., the NCAA champion.

Dick Doyle of Montana, whose 175-foot throw is better than any winning Olympic mark, provides hope of winning back the discus title for the U. S. Bob Mathias, the decathlon champion, and Vic Frank of Yale, who made the '48 squad, will be trying again, as will teammate Fortune Gordien, former Minnesota star.

The javelin, which has never been won by the United States, has a hopeful note in Franklin (Bud) Held of Stanford, whose 249-foot 8 $\frac{1}{2}$ -inch toss was the best in the world last year.

Sam Felton and Henry Dreyer, now representing the Olympic Club, are the best in the little-held hammer-throw event, where both represented the U. S. in 1948. In the decathlon, Mathias has improved steadily the past four years and may be the first man in history ever to win that title twice.

There are others, of course—but barring bad days, injuries and other mishaps that plague contestants in any sport—from these will come the bulk of the men on whom Uncle Sam will count once more to maintain its domination of world superiority in track and field.



Dick Attlessey, now with the U.S. Navy, is probably the world's best hurdler.



A Vancouver, Wash., school gymnasium is a beehive of three-wheeled traffic as young pedestrians use 15-foot wide intersection, complete with traffic light.

CHILDREN'S TRAFFIC SCHOOL

by JACK ROBERTS

Junior and little Susie are telling Dad to mend his driving manners these days. The little folks know what they're talking about.

They are just two of an estimated 25,000 children in Vancouver, Wash., who have gone through a unique experiment called Children's Traffic School.

For the past 13 years the plan, sponsored by the Vancouver Police Department, has drawn the keen interest of civic and community clubs, parent-teacher groups and school officials. It has the staunch

support of Vancouver's Mayor Vern B. Anderson and Chief of Police Harry Diamond.

The kids learn in their school gymnasiums the life-and-death rules of traffic safety on a miniature downtown "traffic area." Child pedestrians walk across busy street crossings and child "motorists," riding heavy-duty tricycles, drive round and round, through a street intersection that boasts a real-life traffic signal with red, green and amber lights.

The traffic school is the brain-child of a tall, spare, 51-year-old Vancouver police officer, Captain Dewey Crowley, who heads the city's juvenile division.

Back in 1948, Captain Crowley was appalled to discover that city crime reports showed most of the city's law-breaking—83 per cent—was traced to juveniles. He took the problem to higher-ups and they gave him a free hand for six months, with the order: "See what

you can do." He did plenty in that time and has been running the juvenile section since.

Within three years, Vancouver's kid-crime total has plummeted from that awful 83 per cent to a mere 13 per cent of city crime. One of the first steps taken was setting up the novel youngsters' traffic class.

The class was a first step in building up contact with young people before they ran afoul of the law. The kid crime fight was launched with numerous visits to the schools. Crowley knew he had to break down the almost traditional fear of "cops" in the hearts of many children.

He hit on the traffic school idea to have a way of getting to know the children and to let them know and respect policemen in uniform.

With the help of C. H. Lyness, City electrician, a portable traffic light, which worked automatically, was built. A paper mill donated strips of canvas, which were painted for sidewalks and street crosswalks, and another firm gave lumber. A call went out for old tricycles and kiddie-cars, and the first class started with 13 of these in varying sizes.

The school was an immediate hit. Today, with 21 big new tricycles donated by civic organizations and labor unions, the classes are bigger, but the idea is the same.

Take a look at a class at Vancouver's Washington Grade School:

Crowley and his assistants, Sgt. Ray Yarnell and Officer Elmer (Tommy) Thompson, with the help of two school patrol members,

have set up the traffic area in the gym. As the school's first class arrives, one hears the whoop of delight from a group of 30 kids who can hardly wait to "get behind the wheel" of a tricycle.

But first the children get 15 minutes instruction on the rules of the road. They are told what lanes to turn from, how to signal turns, what right-of-way means and how it works and how the traffic light works.

Then half the class mounts tricycles and the other half become pedestrians. The signal is turned on and the gym-floor intersection is turned into a circus of milling young pedestrians and "trike" riders.

It becomes a game. Adults cannot see everywhere at once, so the pedestrians, too, are policemen. Whenever a "motorist" breaks a traffic rule by speeding, failing to signal, or is involved in a collision, he forfeits his tricycle to the pedestrian who saw the infraction and reported it. The loser himself then becomes a hawk-eyed tricycle watcher. Captain Crowley tells the children that they are driving an

(continued on page 10)

Unique junior traffic class offers this young man driving lesson on a tricycle.





Using tricycles, Captain Crowley explains how wrong turns may cause accidents.



Rules of the road, such as how to signal for turns properly, are taught children.

(continued from page 9)

automobile, in fancy, that in real life would be worth \$2,000 or more. Cutting a corner and running over a painted curb line would break the wheel of a real car, the children learn.

"Although it started out as a means of contacting the children and reducing delinquency, we believe the classes have value in themselves in awakening traffic-consciousness in our children," says the Captain. "Many youngsters who received their first traffic training in these classes today are licensed drivers behind the wheels of cars."

Authorities feel that safe bicycle riding habits are one of the first results of the school. Many of the children will not be driving cars for several years at least, but most of them are, or soon will be, riding bikes. Classes stress bicycle safety.

To cover all 13 of the city's schools, from kindergarten through seventh grade, takes two and a half months. Each year about 7,000 children go through the classes.

The cost? Any community can do the same thing for as little as \$400. The traffic light is the costliest single item, and Vancouver's was handmade at a very small outlay. But it takes plenty of sweat and patience to supervise the classes. And, says Crowley, the person running the class should be a policeman in uniform.

But it has paid off handsomely. Today there is hardly a child in Vancouver who doesn't look forward to the arrival of a uniformed policeman and the delights of "tricycle traffic."

Once in a great while, the juvenile office gets a good-natured complaint, such as that of one puzzled parent who told Captain Crowley; "I'm in Dutch with my boy."

"Why?" asked the officer.

"I was out driving with him along and I made a U-turn," the man confessed. "My boy was worried about it. He said 'If you did that when Officer Crowley could see it, you'd lose your turn at driving!'"



MAKE SAFE DRIVING A HABIT!

Something needs to be done about America's alarming increase in traffic accident fatalities. And something is being done.

Mr. M. R. Darlington Jr. of Washington, D. C., managing director of the Inter-Industry Highway Safety Committee, told NASH AIR-FLYTE MAGAZINE on a recent Detroit visit that automobile and tire companies, the National Automobile Dealers Association and civic, business and safety groups in 48 states are giving full support to the May car safety-check program of the National Safety Council.

Slogan for the May safety program, he said, is "Make Safe Driving A Habit . . . Check Your Car—Check Accidents."

Using National Safety Council and Bureau of Public Roads statistics, Mr. Darlington pointed up America's alarming traffic accident picture shows:

That an estimated 37,500 persons were killed last year on the nation's highways; that an all-time high of 40,000 highway deaths may be reached this year; that the one millionth American was killed as a result of traffic accidents since 1900; and that at our present rate the SECOND millionth traffic victim will be killed in less than 30 years!

Mr. Darlington said accident reports show unsafe vehicles are contributing causes, in 12 per cent of fatal accidents today compared with eight per cent in 1941.

To stop this slaughter and maiming, Mr. Darlington, a veteran of 13 years in highway safety work, urges

all car owners to "Have your car serviced for safety."

Your Nash dealer shares the concern of industry, safety groups and civic organizations for the nation's safety on highways.

He stands ready to give your car a complete and accurate safety-check—and if need be, proper service to assure safety.

But none of these groups—your dealer, the Inter-Industry Highway Safety Committee, the NADA or the National Safety Council—can by themselves make America's highways safer places to drive.

YOUR cooperation is needed. YOU play the vital role in this national car Safety-Check Month.

The facts show unsafe vehicles cause too many of today's accidents.

Is your car in safe operating condition?

Did you know that 55 per cent of cars in use in 1950 were eight or more years old as compared to 24 per cent in 1941?

That the average age of a passenger car today is 7.8 years compared with 5.5 years in 1941?

That 30.6 per cent—or nearly 1 out of 3—of the vehicles given safety checks during last year's program were found to be in need of service attention for one or more parts affecting safe vehicle operation?

That 52,217,000 vehicles were registered in the country at the end of 1951 compared to 49,143,000 in 1950?

And that these vehicles, driven by more than 63 million licensed drivers, traveled an estimated 488 billion vehicle miles during 1951—an increase of 32 billion vehicle miles over 1950!



In the spring, a woman's fancy turns—and turns—and turns, mostly it seems to ways of getting the man of the house to do more clean-up, fix-up and paint-up jobs around the place.

One of the best ways to get a man into the "Spring Change-Over" mood, it seems, is to start him to work in the garage. A little work there quickly shows a lot of results.

HERE ARE A FEW SUGGESTIONS

CLEAN UP



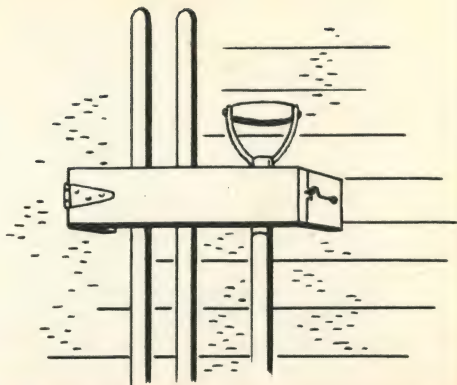
1. Sweep walls, ceiling. Scrape up floor dirt with hoe or shovel.
2. Remove oil and grease spots with sprinkled kerosene rubbed in with old broom, worked over with several shovelfuls of fine ashes. Or scrub with solution of 4 ounces trisodium phosphate (get from any hardware store) to 1 gallon hot water.
3. Tear newspaper into strips, soak strips and spread on floor as dust catchers.
4. Sweep up the mess.
5. Finish by scrubbing floor with hot water, scouring powder (no soap) and stiff brush. Rinse.

FIX UP

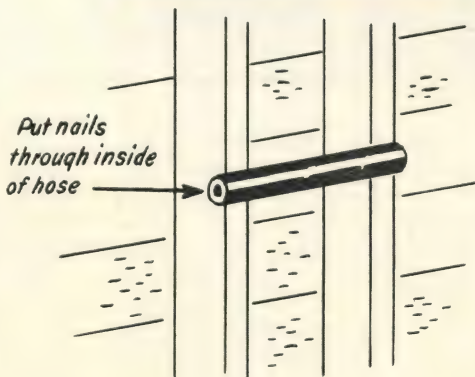
If roof, walls, floor and foundation are in good shape, you may want to consider fixing up a storage rack or two to utilize extra garage space.

1. A garage storage rack for garden and yard tools. Attach two short 2 x 4 blocks to studs or wall about two feet apart just below tops of tool handles. Hinge a 1 x 4 board to one block. Fasten other end of board with hook and eye to second block. Another rack (without hinge or hook) can be put at bottom to keep tools from sliding out.

2. A storage rack for storm windows or screens. If there is no room overhead on the garage rafters for a rack, consider using the space over the car hood. Build a support shelf with two or more 2 x 4s and suspend with a 2 x 4 from above.



If you find that the edge of the car door is getting chipped or the door handle scratched from banging into the garage wall as the door is opened, you can get good protection by nailing a short length of old garden hose to the garage wall or studding at the point of contact.

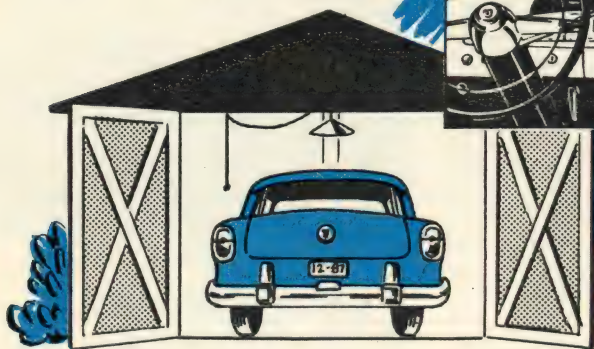
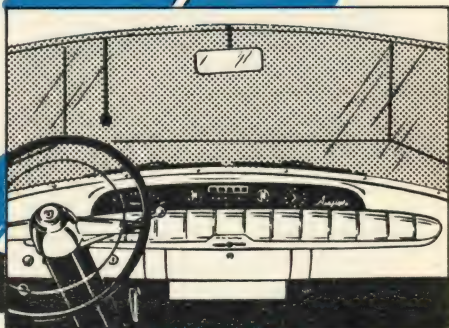
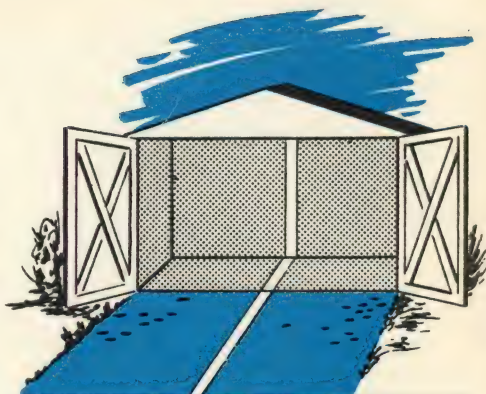


PAINT UP

Even if the outside and inside walls of your garage don't need paint, you may want to try your brush on one of these:

1. Many drivers have found that a center line painted on garage floor or rear wall is helpful. They just line up the mark with hood ornament—and drive straight in with confidence.

2. Next, suspend a rope with a knotted end directly in line with paint stripe and just touching windshield. When you drive car in garage, line up on the rope with stripe and drive forward until rope just touches windshield. Then you are in right.



Imagine the convenience when driving into the garage at night of reaching out the car window and pulling on the light.

If your light works with a pull chain, simply extend the chain with strong cord and thread the cord through screweyes arranged on the rafters so that the cord can be pulled and the light switched on or off from the driver's seat.

If your light is controlled by a wall switch in the house or garage, remove bulb, flip wall switch to "on," screw a combination pull chain socket and double outlet (get it from any hardware or "dime" store) into the light socket and insert bulb into pull chain socket. Attach cord to pull chain, position screweyes and thread cord as previously noted.



WILDERNESS WONDERLAND

by BELLE EWING

We who live in America have many treasures. Not the least of these are our wilderness wonderlands, such as the vast region found in the interior of the Quetico-Superior country.

This area comprises the Rainy Lake and Pigeon River watersheds in Northern Minnesota and adjoining Northwestern Ontario. Its lakes and interconnecting waterways, within its 16,000 square miles, is a canoeist's paradise.

You may travel this roadless land entirely by water, except when you make a portage, just as the earliest travelers.

This region is rich in historical lore, for at one time it was the heart of a profitable fur trade—in which French, British and Americans competed. For 200 years it was the favorite trade route of the gay French voyageurs. It is much the same today as it was then, except that wild life is scarcer.

You float through silent forests of pine, spruce, aspen, birch and other hardwoods. Great granite cliffs share

with you their wealth of ferns and wild flowers. These rocky pinnacles tower above the marshes that stand thick with reeds and wild rice.

Because canoe parties take only what they need for food, fishing is as good today as it ever was. Trout, bass, walleyes and northern pike are plentiful.

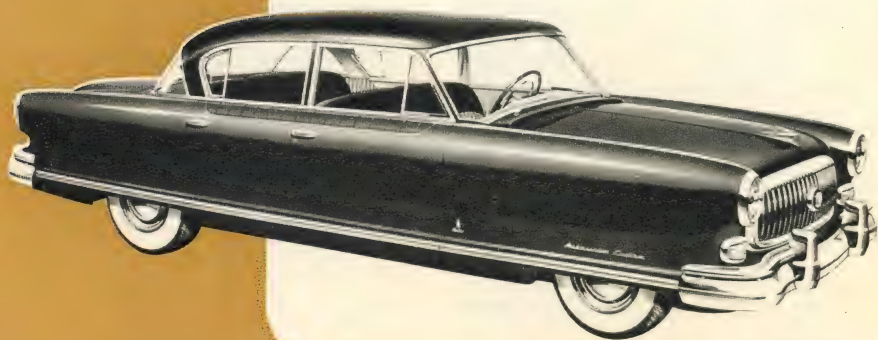
Both land and water birds are numerous. You may hear the plaintive trill of the white-throated sparrow or that of the high-pitched warbler coming from the top of an aged spruce. You will be sure to hear the eerie call of the loon some night and see wedges of geese flying overhead.

The traveler will long remember the opalescent lakes, the foam of swiftly moving water and the dim forested paths. He also will remember the smell of campfire smoke and hear again the music of the pines. But, perhaps best of all, he will remember the peace and silence that only a wilderness wonderland can bring.

NASH OWNER'S
GOOD LUCK !!!



THIS IS NUMBER 40 IN A SERIES
OF *Nash* ADS BY ED ZERN



ONCE there was a notoriously unlucky sportsman who drove to Emptycreel Creek in his new 1952 Nash Golden Airflyte. While he was setting up his flyrod the local expert came by and said, "Lucky you wasn't here yesterday—fishing was terrible. Oughta be perfect today!"

Sure enough, in no time at all the sportsman had his limit of brown trout, all over eighteen inches, including Old Ironsides, the legendary tackle-buster whose jaws were festooned with rusty hooks.

After the reporters had interviewed him and the newsreel cameramen had taken pictures of him holding Old Ironsides, the sportsman went back to his Nash Airflyte, made up the Twin Beds and lay down to take a nap . . .

"Wake up!" said his wife, shaking him. "This is the morning you were going to help me with the spring housecleaning."

"Huh?" said the sportsman, sitting up in bed. "Oh boy—what a dream! Sorry, honey—but I got a date with Destiny!"

Hastily the sportsman dressed and drove to the nearest Nash Dealer, where he traded in his old car on a 1952 Ambassador Airflyte.

"Besides the Twin Beds," said the Dealer, "it has Reclining Airliner Seats, a new Super-Jetfire Engine that's hotter than the one that set a stock-car record of 102.46 miles an hour last year, and better eye-level visibility than any car on the road—not to mention new Dual-Range Hydra-Matic Transmission, new glare-free Solex Glass, improved Weather Eye Conditioned Air and—"

"Just give me the keys, bub!" said the sportsman. "I'm in a hurry!" Then he transferred his gear into the new Nash and lit out for Emptycreel Creek. When he got there the local expert came by and said, "Too bad you wasn't here yesterday—fishing was great! Crick's muddy today, and they ain't bitin'!"

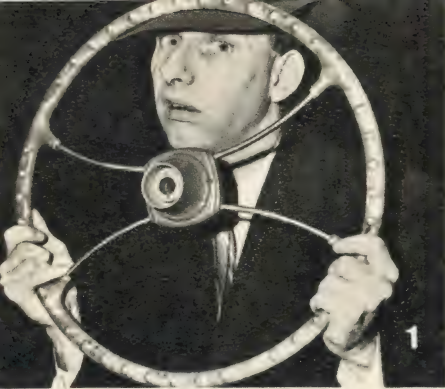
"Yike!" said the sportsman. "What about Old Ironsides?"

"Died last week of old age," said the local expert. "Say, that's some car you got there! 'Bout time you got an Airflyte. Has it changed your luck any?"

"It sure has!" said the sportsman, happily. "If it wasn't for Nash, I'd be helping my wife with the housecleaning!"

MORAL: Those reporters would probably have spelled his name wrong, anyway.

**Come in and let us give you a personal demonstration
of the Golden Anniversary Nash Airflyte.**



Avenue

By the millions they pack the highways in all shapes and sizes of cars. And behind the wheel you will find the American Motorist—his moods and mannerisms transferred from all walks of life to a common denominator: (1) the MAN BEHIND THE WHEEL. There is the MAD MOTORIST (2) who screams at the driver who gets in his way and is highly irritated at everything in general. The EYE-FOR-EYE type (3) is determined not to dim his lights until the other fellow does. Riding the center line, the WORRIER (4) tries to decide whether he should turn right, left or around. "Why officer, I couldn't have been driving that fast," explains the APOLOGETIC type (5). Steering





Artists

with his elbows as he lights up, the **SMOKER (6)** has trouble finding the end of his cigarette and seeing the road at the same time. This **SUNDAY-AFTERNOON DRIVER (7)** is resigned to his fate of being last man in a long caravan on crowded highway. It's a personal insult to the **BOTTLENECK (8)** if anybody wants to pass him while he is going 20 MPH in a 50 MPH zone. The **CROWDER (9)** always drives with his hood under the gas tank of the car ahead of him—and is amazed when the other car stops and he doesn't. And then there's the **WOLF (10)** with his cheery smile for a pretty young miss in the pedestrian lane.



It was John Fox Jr., author of the famous *Trail of the Lonesome Pine*, who first wrote pieces for national circulation about the scenic Breaks of Kentucky and Virginia. In *Scribner's Magazine* in 1900 he wrote, "Aeons ago the majestic Cumberlands met its volcanic conqueror and after a heavy conflict was tumbled head over shoulders to lower earth to let the pent-up Big Sandy rush through its shattered ribs . . . with a roar of freedom that once must have shaken the stars."

In those days one could reach the Breaks only by means of foot: Fox traveled 75 miles from his home in Big Stone Gap, Va., making part of

the journey on horseback and the rest on foot.

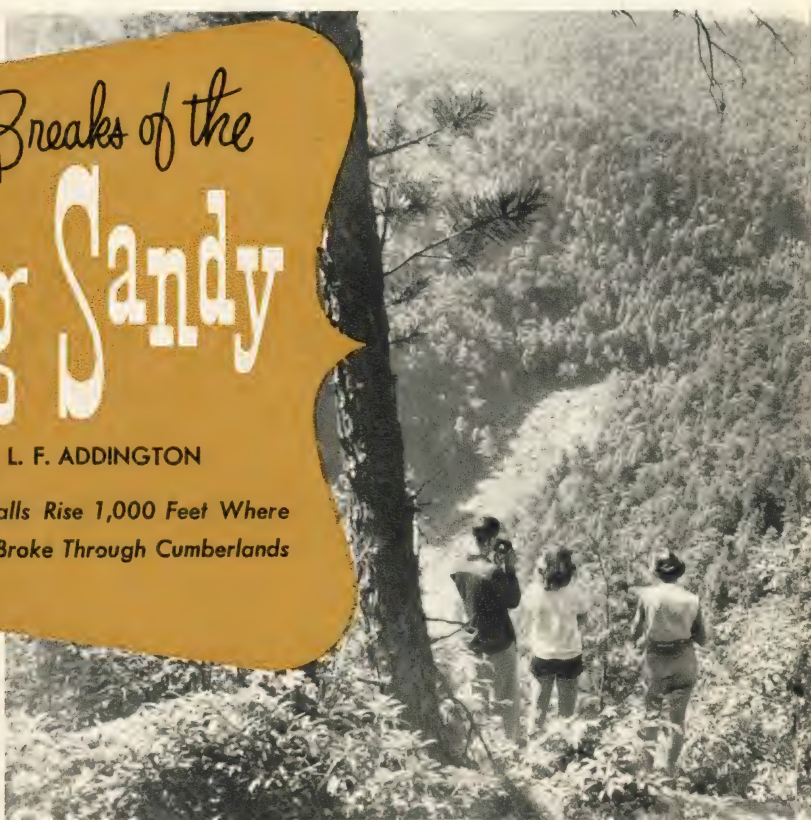
At the turn of the century railroad magnates began to eye the Breaks canyon as a passageway for coal. And there ensued a period of what is now known as the Battle of the Breaks, during which time railroad men vied for a right-of-way. It was George L. Carter who won with his Clinchfield road and soon thereafter people could enter the Breaks area by train.

Although there had been a trail from Haysi, Va., into the Breaks for a good many years, it was not until the summer of 1951 that Highway 80, extending through

Breaks of the Big Sandy

by L. F. ADDINGTON

Canyon Walls Rise 1,000 Feet Where
the Sandy Broke Through Cumberlands



Virginia and Kentucky, was made travel-worthy. And this link in the road was completed after the governors of both Virginia and Kentucky became interested in and promoted the project. On June 10, 1951, both Governor Lawrence W. Weatherby of Kentucky and Governor John S. Battle of Virginia met in the big road opening celebration at the Breaks camp ground.

The canyon walls, formed by the slow cutting of Russell Fork of the Big Sandy, rise at one point, near the Kentucky-Virginia border to more than 1,000 feet above the water, as the bench marks on the river and the summit show.

When one walks out on Kyva Point (Kentucky-Virginia border), one is instantly caught up in a feeling of being suspended high in the air. Away to the west, down in old Kentucky, the rimrocks show rugged and eroded. It looks as though the Omnipotent piled some of the mighty stones one on the other to form a step-stone to Heaven.

Down the canyon sides, stones as large as cottages lie strewn among the timber, the tops of which point up at you. Then the canyon sides dip away to a sheer perpendicular cliff wall that reaches the roaring, leaping stream.

(continued on page 22)



Across the canyon are the rugged Towers, a favorite of visitors.



"Windy Point," in Kentucky, is 900 feet above big Sandy River.

(continued from page 21)

This stream falls some 400 feet from the time it enters the canyon in Virginia until it reaches the lower lands in Kentucky.

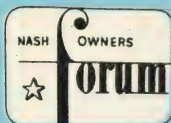
The famous spots for tourists are: Lover's Leap, The Towers, The Chimney Rock, The Devil's Anvil and Kyva Point. The river—although here called Russell Fork, carries the waters of Pound River, Crane's Nest River, McClure River and Russell Fork—makes a great horseshoe bend around the towers and almost meets itself. At the meeting point, a mere stone fin, the Clinchfield Railroad tunnels.

The Breaks area became a part of the Jefferson National Forest in 1942. The purchase area included

over 50,000 acres and the portion actually in the Jefferson Forest is around 13,000 acres.

The opening of Highway 80 in the summer of 1951, making the Breaks accessible to the public, has brought such a multitude of people, both from far and near, that civic clubs in both Kentucky and Virginia are making an effort to get the area turned into a park.

Tourists going south on U. S. Highway 23 can reach the Breaks by taking Highway 80 a few miles south of Pikeville, Ky.; going north they would leave U. S. Highway 23 at Pound, Va., and follow Highway 83 to Haysi, Va., where it makes a junction with Highway 80.



Readers FAVOR Toll Roads

Drivers are disgusted with the deteriorating condition of our national highway network, letters answering the *Nash Owners Forum* on the subject "Should We Have Toll Roads?" indicate. They're also discouraged at the slow pace at which superhighways are being built by state and national governments today. By a two-to-one majority they decided toll roads are at least the fastest answer to the road problem. Forum judges report entries were received from 37 states. More letters were received on this question than on any forum question to date. To writers of the two letters below go \$50 checks and our congratulations.

FOR

Toll roads, planned wisely, are a boon not only to the motorists who use them but to the residents of the state through which they pass and the communities along their routes.

State funds are rarely sufficient for proper maintenance of existing roads and the construction of new ones. The long-distance traveler—the driver most interested in well-graded highways unbroken by congested local traffic, numerous intersections and the "nuisance" of traffic signals—is the logical (and in most instances, willing) source of revenue for this convenience. For a moderate fee he receives enormous returns in time saved.

At the same time communities along heavily traveled routes are relieved of the extra congestion imposed by through traffic, and the state has at its disposal more funds for building and maintaining better toll-free roads.

When we have toll roads where the need is indicated by a heavy flow of long-distance traffic, everybody reaps the benefits.

MRS. GEORGE S. LAWSON
Thorofare, N.J.

AGAINST

We should *not* have toll roads! In the first place it is a hazardous way to finance such large projects, particularly in view of the fact that their number is increasing steadily. In times when penny-pinching becomes a necessity these roads may be the first to feel the pinch.

Speaking from personal observation of the Pennsylvania Turnpike and friends who have used it, I have noticed that in many cases after the first time or two a person uses the road, his curiosity is satisfied and he plans his next trip with economy and new scenery in mind.

For instance, in my case, taking the Turnpike from near Baltimore to Pittsburgh almost doubles my driving expenses. I find the almost adjacent Route 30 much more pleasurable than the monotonous straight-away of the Turnpike.

Also, on the Turnpike there is no competition for the restaurant and service station facilities. If one does not care for the brand offered he must take it or do without. Prices, therefore, are as high or higher than the highest offered off the Turnpike.

LEON L. MORRIS, Baltimore, Md.



EL POCHE CAFE

All the early California and Mexican atmosphere that surrounds Mision de San Gabriel Arcangel in the little town of San Gabriel in Southern California seems focalized in El Poche Cafe. The unassuming, low frame building, flush with the sidewalk, is only two blocks from the old mission and is a popular attraction for those hungry for Mexican food.

Although San Gabriel's history, going back to the mission's founding in 1771, is largely one of Mexican influence, for a long time there was a dearth of Mexican restaurants in its vicinity.

Finally, Mr. Victor Torres decided to do something about it. In 1937 he opened a tiny Mexican cafe with a counter, five stools and three tables. In no time at all a partition in the building was torn out, increasing seating capacity to 100.

In turn, came a barbecue where steaks are charcoal-broiled after being marinated with the famous Torres' sauce, now put up in jars and sold; an old-country patio with fountain; "El Portal," a cocktail room, and a new lobby.

Sombreros, painted gourds, Mexican baskets and blankets on the wall and waitresses and waiters in Mexican fiesta costume give El Poche a distinct atmosphere.

If you are one of the guests who crowd nightly into the restaurant you may order a delicious chili relleno (pepper stuffed with cheese), rice with Spanish sauce and delectable tortillas—saucer-sized, thin corn cakes. Diners devour some 200 dozen tortillas a day. Perhaps you prefer an enchilada and frijoles (beans), fried and served with melted cheese, or a tamale.

All dishes are recipes from Sonora, Mexico, the Torres ancestral home.

Residents from within a 50-mile area arrive, many of them regularly, for a good Mexican meal, and tourists from all over the country come to sample the savory dishes, such as this appetizer:

Guacamole

Mash 4 avocados; add 3 green onions, finely minced; $\frac{1}{2}$ fresh tomato, finely chopped; 1 sprig cilantro, finely minced; $\frac{1}{2}$ clove garlic, finely minced; 1 tablespoon salad oil; juice of $\frac{1}{2}$ lemon; salt and pepper. Whip into a paste. Spread on crackers.





AMBASSADOR OF CHAMBER MUSIC

who's  who

Representing a new trend in university education, the University of Alabama String Quartet is ending its eighth season as an "Ambassador of Chamber Music" in the South.

Founded in 1944 by Ottokar Cadek, noted violinist and teacher, the ensemble includes Emily Searcy, second violinist; Henry Barrett, violist; and Margaret Christy, cellist, all distinguished artists. Under Cadek's leadership, the quartet has become an outstanding group noted for its high standard of performance.

Following the lead of such state universities as Wisconsin, Illinois, Michigan and Indiana, the University of Alabama is the first institution in the South to have a string quartet-in-residence. Members of the quartet teach in Alabama's department of music in addition to playing the numerous concerts booked for the group on the campus and in communities from Texas to Virginia.

Mr. Cadek, who uses a priceless Stradivarius violin made in 1718, is

also conductor and head of the violin department of the National Music Camp at Interlochen, Mich., nationally known summer camp.

It was in Michigan that Mr. Cadek bought his Nash that is used by the touring string quartet for its more than 60 performances a year. "The fact that four people with luggage, formal recital clothes, instruments (including *that* cello) and brief cases can all travel in comfort, speed, economy and 'in style' has sold us on the car," the teacher-director says.

Teaching schedules of the quartet members at the University are limited to the first four days of the week. That gives the group time to perform on week ends in cities and schools within the state of Alabama. Two to four recitals each season are played in the larger cities of Birmingham, Montgomery and Mobile. And three times during the school year, the Quartet goes on tours of a week or ten days' duration throughout the South.

HELPFUL

FROM

hints



For colorful and attractive table mats that are different, get last year's wall paper books from your paint store, cut out pages and trim with pinking shears for effect. When soiled, merely discard and use fresh ones.

*Mrs. Catherine Reichert
Lake Geneva, Wis.*

You can keep your woolens (socks, blankets and sweaters) soft and fluffy by adding vinegar to your rinse water. Use just enough to color the water. There is no odor after the woolens dry.

*Miss Carol Hansen
Asheville, N.C.*

Brush a stroke of paint on a clean white blotter and you will see exactly the color it will be on your walls when dry.

*Pat Byrne
Chicago, Ill.*



AS FAR AS EYE CAN SEE

Dirty windshields are dangerous! But you can be sure of clear vision with Nash Automatic Windshield Washers. And your windshield is cleaned while you drive. Just push the control button . . . and, presto, twin sprays of water cover the windshield as the wipers clear the glass of dirt, mud and grime. Let us install an Automatic Windshield Washer in your car.

Convert a hammer into a rubber mallet by simply slipping an inexpensive crutch tip over the striking head. The rubber head won't mar wood or metal.

*N. M. Halverson
Chicago, Ill.*

When traveling, take along a tube of shaving soap. It's so much handier, especially with small children who require frequent "handwipings" en route.

*Mrs. Florence L. Olson
Galva, Iowa*

If your thermos bottle corks get too small to fit, due to long usage, boil them for a few minutes in a covered pan to bring them back to their original shape.

*Miss Rea M. Miller
Lansing, Mich.*

A "C" clamp will solve the problem of what to do with a large paint can when painting is done from a ladder. Run clamp through wire handle of can and clamp to ladder runner. This allows quick moving of can up or down or to either side for convenience.

→
*Eugene Ray
Everett, Wash.*

If you have a favorite way of performing some ordinary household task, or have discovered a short-cut in the performance of some chore, send it along. Nash Airflyte Magazine will pay five dollars for each contribution published. None will be returned. Address all contributions to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

To transfer pictures on cloth for embroidery, simply unthread machine, take picture, lay cloth down, put carbon paper on top and picture on top of all. Stitch with unthreaded needle on sewing machine, and you have a clear picture on cloth from which to work.

*Mrs. Hugh Anderson
Knoxville, Tenn.*

An ordinary salt shaker is handy for planting very small seeds.

*Miss Georgia Hoch
Teaneck, N.J.*



smiles



Share your smile with Nash Airflyte readers and be richer by five dollars. Nash Airflyte pays five dollars for each Smile Along the Road contributed by a reader and selected for publication. All contributions become the property of Nash Airflyte and none will be returned. Send your contributions along to Nash Airflyte Magazine, 431 Howard St., Detroit 31, Michigan.

INVITATION

I noticed the following sign on the back of a service station truck in Alabaster, Ala.:

**INVITE ME
TO YOUR NEXT BLOW-OUT**

*Tom Broomall
Bessemer, Ala.*

THOUGHTFUL SERVICE

A sign in a Spokane, Wash., laundry window reads:

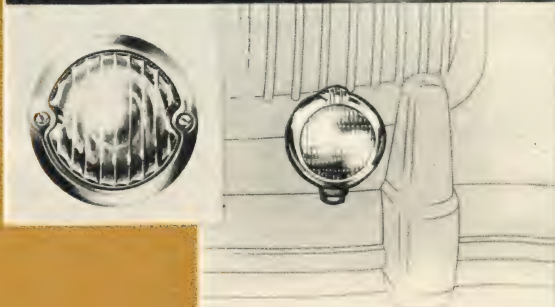
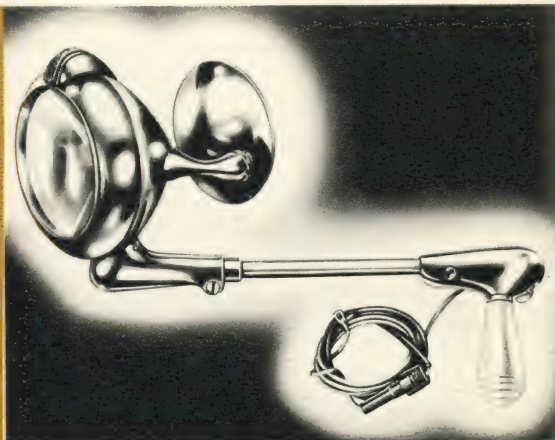
We do not tear your laundry with machinery.

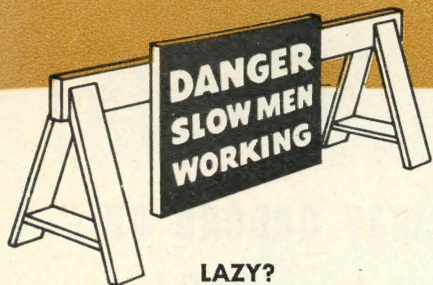
We do it carefully by hand.

*Richard L. Hedrick
Creston, Wash.*

For Safer Driving

To help you make safe driving a habit, the Nash Spotlight with Rear-View Mirror, Nash Fog Lights and Nash Back-Up Lights will provide you with maximum visibility in all kinds of weather. The Spotlight throws a powerful, long-range beam. It is adjusted, along with the Rear-View Mirror, from within the car by a pistol grip control. The Fog Lights have sealed-beam units and fixed focus. And the Back-Up Lights spread a wide, powerful beam. You will want these safety accessories on your car.





LAZY?

This sign was seen on a barricade in Milwaukee.

*Ray Wilburth
Milwaukee, Wis.*

TRANSITION

On U.S. No. 1 at West Palm Beach, Florida, a sign in front of a building reads:

We Buy Junk—We Sell Antiques

*Miss Margaret T. Brittin
Williamsville, Ill.*

SLIGHT TIP

This sign was outside a ski lodge near Strawberry, Calif.:

Please ring bell for service.
\$100 service charge between
10 P.M. and 8 A.M.

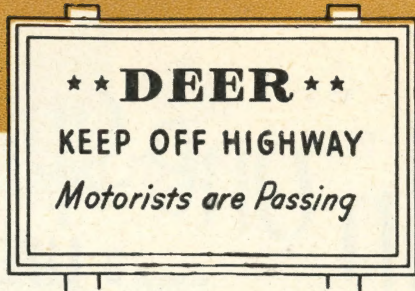
*Carson White
Walnut Creek, Calif.*

WITH AN APPLE?

In central Kansas across the highway from a small country school we saw this sign:

Do not run over our children.
Wait for the teacher.

*Mrs. Will H. Hayden
Laurence, Kans.*



DEER-TOUR

A notice on a Minnesota highway warns:

Deer, keep off highway,
Motorists are passing.

*Mrs. G. H. Wallace
Loves Park, Ill.*

TOUCH OF YOUR HAND

Weary of passers-by who lightly pinch the fruit yet fail to buy any, a Detroit has posted the following sign among the apples and peaches on his street corner stand: "Don't squeeze me till I'm yours."

*Roy Denial
Detroit, Mich.*



In one split second ... a LIFE may depend on YOU and your CAR!

When that split second arrives, it's too late *then* to check your car.

Your life may depend on:

Safe Habits . . . Do the right thing **FIRST**.

Safe Operating Condition of your Car.

It's too late when that split second arrives.

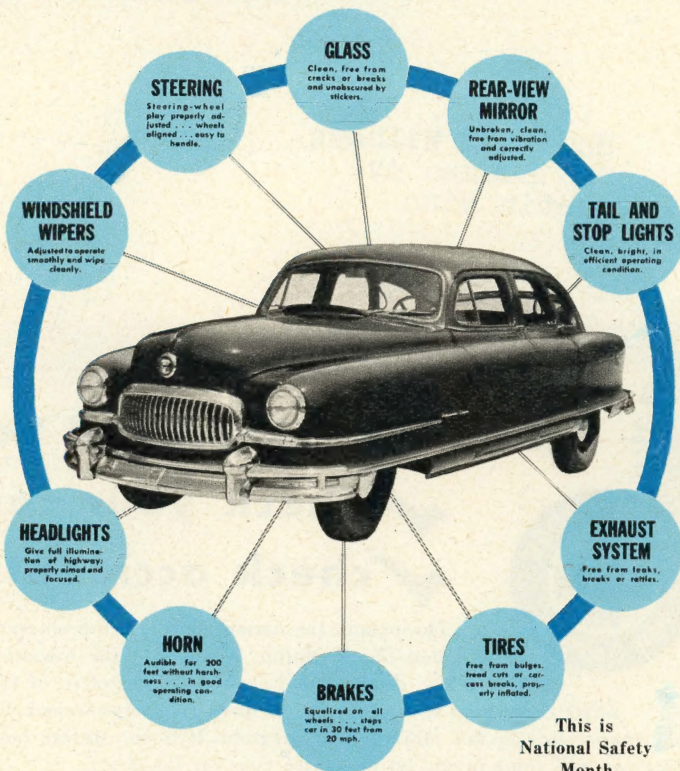
BE SURE BEFORE YOU START

Your Nash Dealer is best qualified to

*Service your car
for Safety!*

MAKE SAFE DRIVING A HABIT

✓ *Check Your Car*
✓ *Check Accidents*



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National Safety
Month



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Make Safe Driving A Habit



- ✓ check your car
- ✓ check accidents

Throughout the nation, May is being observed as Safety-Check Month. Because of the mounting toll of traffic deaths and injuries, the objective of this safety drive is to have every car in America safety-checked. We are cooperating in this all-important program. It is our sincere hope that you will come in and let us service your car for safety.

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